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SYSTEM OF THOROUGHFARE TERMINOLOGY : MURKELL



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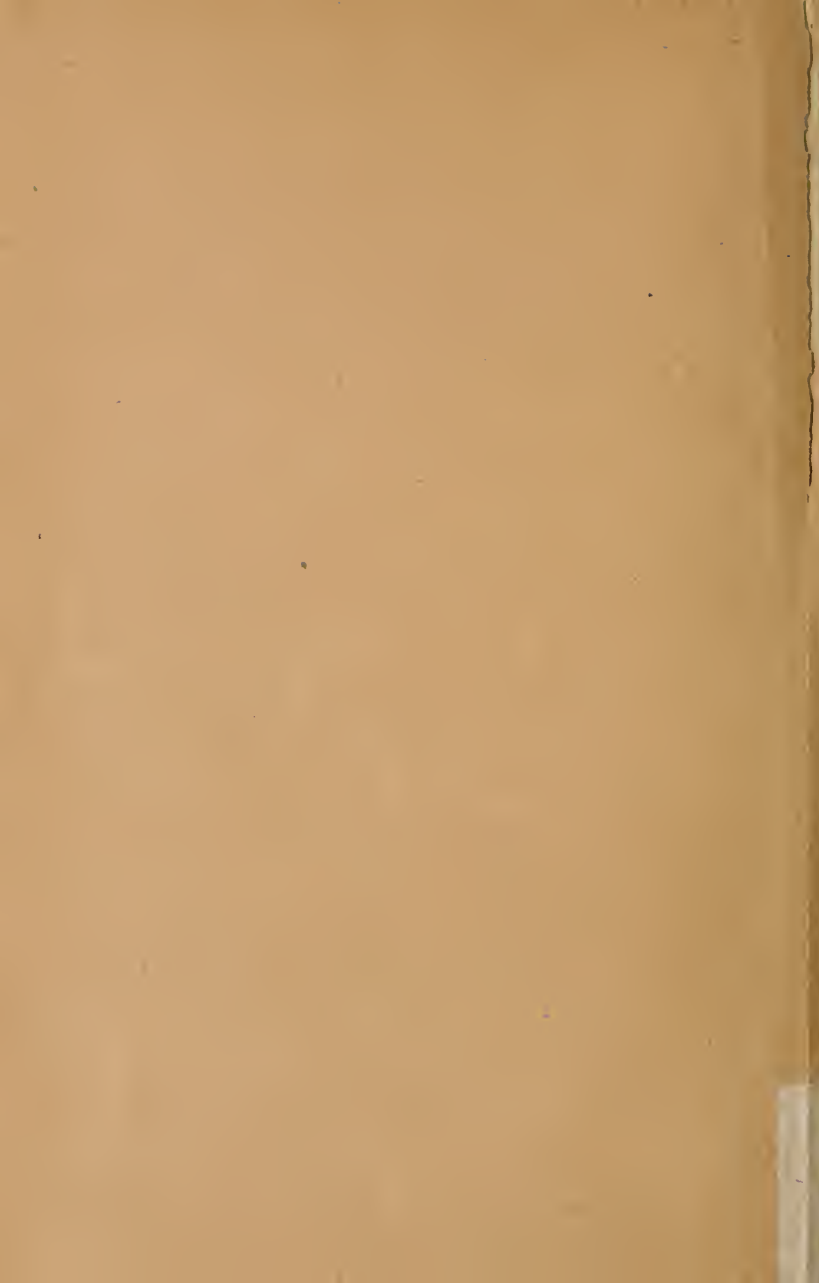
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A
SYSTEM
OF
THOROUGHFARE TERMING
AND
HOUSE NUMBERING.

BY
CHARLES MORRELL,

AUTHOR OF "A SYSTEM OF PHONIC WRITING," "A SYSTEM OF
PHONOSCRIPT AND PHONOTYPY," "A SYSTEM OF
PHONOGRAPHY," ETC.

CHICAGO:
PHONIC INSTITUTE.
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PREFACE.

The articles in the following pages were originally published—substantially as now presented—in the *Chicago Herald* and the *Chicago Inter Ocean*, under the dates given. They were the result of careful thought, at intervals, from the latter part of October, 1889, to the date of the last one in May, 1892. The idea of inventing a system for locating the houses of the city was first suggested to the writer by seeing in the newspapers—about the last week of October, 1889—notices of the work of the committee appointed by an order of the Common Council of the city of Chicago, “to correct the street nomenclature and the numbering of the houses.” In January, 1890, the committee submitted its report to the council, bearing date of November 18th, 1889. It was not adopted. In addition much condemnation was passed—outside of the council—upon the committee for changing the name of one end of every thoroughfare running north and south, as well as for the cumbersome system of numbering of the houses presented; which condemnation was unjust (unintentionally, of course,) since the subject upon which the committee was engaged is one of the most recondite and perplexing in modern civilization.

At the time the committee submitted its report it was considered very essential that the prefixes north, south, east and west should be abolished. The only way to do this, if at all, is by the method proposed by the committee; namely, by adopting different names for each end of the thoroughfares. Again the system of numbering submitted is not a whit more cumbersome or unwieldy than the Philadelphia one now in use, south of One Hundredth street, and is far more definitive inasmuch as it indicates distance exactly. All five figured systems, however, are too cumbersome and confusing, either for speech or legibility. Neither is it possible to abolish the prefixes, as will be apparent, no doubt, after a perusal of the following pages. The committee was a very able one and did a great deal better than could naturally be expected under the circumstances, and in the light of subsequent research. Its report will prove very useful to any subsequent committee that may be appointed, especially if it has to take up the matter of changing duplicate names of thoroughfares—which duplications should never be permitted in any city—since it contains a thesaurus of appropriate names, historical and otherwise. Thus much of the labor and expense of selecting such titles can in the future be avoided. The following is the wording of the committee on this point:

“In selecting the new names necessary, your committee took them from the names of cities and towns in Illinois, and the United States; names of Generals in the late war; ex-Mayors of Chicago, and other notables in and out of the city.”

When the first three articles following were written, the Philadelphia system of numbering was supposed to be the best. After he has perused the fourth article, and what follows, it is left to the

judgment of the reader whether it is or not. The mile scheme therein presented can be applied to a city of any size. It can also be employed for numbering country houses after the city limits are passed, as far as may be desirable, and still retain four figures, by taking each section of twenty miles and giving it a letter; as A 1, A 350, A 525, A 7500, A 9999; B 1, B 350, etc. Thus A 525 South State, etc., would be one mile and 25th house number in the first twenty mile section south of the city limits. B 525 South State, etc., would be in the second twenty mile section, and so on for C in the third twenty mile section, etc. Or five figures could be used as at present south of One Hundreth street; thus 17528 would be thirty-five miles and 28th house number. But then five figures, as said above, should not be adopted.

In thus calling attention to the deficiencies of the Philadelphia plan, the writer is influenced only by the best motives. He does not advocate a too sudden change. If any be made it can be done with proper slowness and corresponding safety, so as not to interfere with business interests or jeopardize real estate transfers; for houses and lots are very often designated by their numbers in such transactions. One thing is certain; the Philadelphia plan is not universal. New York has not adopted it, for which action or non-action she surely has a reason.

The publication of the articles in their present form, with the addition after the fourth one, was suggested more than a year and a half ago by meeting with articles on an allied subject in the Chicago City Library. Special attention is directed to two of these. One is in reference to thoroughfare nomenclature in London—changing duplicate names, also giving the meaning of the terms rows, places,

terraces, etc. The name of this author is to the writer unknown. The other is in reference to the naming of thoroughfares in Boston, Mass., and is by the well-known author, James Freeman Clarke. Their titles and where they may be found, are as follows: "Giving One's Address," by * * * * *Chambers' Journal*, September 23, 1865, page 606; "On Giving Names to Towns and Streets," by J. F. Clarke, *Christian Examiner*, January, 1869, page 19. These articles should be read by every one having the time and opportunity who takes pride in the advancement of the city in which he resides and who may be called upon to consider the questions therein discussed.

The writer here dismisses the matter with the hope that the present pamphlet—which is the result of some years of reflection—may be found useful and that the novelty of the propositions it contains, may not deter any one from giving them the closest scrutiny.

CHICAGO, February 6th, 1894.

A
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STREET NOMENCLATURE.

CHICAGO, October 7th, 1890.—*Editor of The Herald:* I see that the committee on street nomenclature has adopted the decimal system of numbering for the city. The committee has also suggested that all thoroughfares running east and west be called avenues and all north and south be called streets. This latter idea is good, as far as it goes, and is perfectly suited to a city that has only one base line, thus giving only two divisions, either north and south or east and west, but it is not logically suited to one that has two base lines, as Chicago has, viz.: A north and south one, Michigan avenue, and an east and west one, Kinzie street, as suggested by the committee, thus giving Chicago four divisions, namely, north, south, east and west. For this reason—because of the two base lines, east and west, north

and south—wherever the council may finally decide to run them, two more technical terms should be used to designate the thoroughfares, which terms would express both direction and location. As it is now, when called only avenues and streets, these terms simply express direction—namely, east and west or north and south—whereas, if two more terms were added, say roads and ways, we could express also the location of each thoroughfare in the city, and thus extend the system of numbering of the thoroughfares to all sides of it, which can be done in no other way, and all the thoroughfares thus be simply and accurately designated. Let the thoroughfares running east and west on the north side of the east and west base line, for example, be called roads, and those east and west on the south side of it be called ways; those north and south on the west side of the north and south base line be called streets, and those north and south on the east side of it be called avenues. We should thus have only four technical terms for the large and long thoroughfares; and they would be very easily remembered. We would then have, for example, Chicago or Belden road, Randolph or Madison way, Halsted or Ashland street, and Michigan or Prairie avenue, and, using the decimal system of numbering, -we would have 1421 East or West Chicago road or Madison way, or the same or any number for North or South Halsted street or Michigan avenue, should the latter be continued north of the river, and the exact location of any residence in its particular quarter of the city would be expressed at once. Another advantage, as stated above, and not the least one in my opinion, would be that the thoroughfares could be numbered on all sides of the city, and not merely on one side, as at present. We would, for example, have Twenty-first road, way,

street or avenue, and a residence or business house could thus be still more accurately defined than by the mere naming, such as State, Michigan, etc., and would do for those thoroughfares that are away from the business centre of the city, and could be used for all time, no matter how great the city might grow—say one hundred miles on either side the base lines, or two hundred miles from end to end each way. We would have, for example, 1421 or 11421 or 91421 East or West Madison way or Chicago road, or the same numbers for East or West Fourteenth, One Hundred and Fourteenth or Nine Hundred and Fourteenth way or road, and also for North or South Kedzie street or Michigan avenue, or Fourteenth, One Hundred and Fourteenth or Nine Hundred and Fourteenth street or avenue. Thus the problem of naming and numbering the houses and thoroughfares of a world metropolis, such as Chicago is destined to be, would, in my opinion, be completely and satisfactorily solved. A person who had never seen Chicago could tell exactly where a residence or place of business was situated and go to it without a guide the moment he arrived in the city, and from the decimal system of numbering would know beforehand which side of the street, avenue, road or way it was on and the number of houses it was from the corner or cross thoroughfare. This system could also be used for a village and also for country houses on the thoroughfares or pikes after they extended beyond the limits of the city within the district supplied by it, for 100 miles on each side of the two base lines. What a great benefit would such a system of nomenclature and numbering be to the visitors to the World's Fair. This system of nomenclature would be the logical sequence of two base lines, one north and south and one east and west. We should thus have a better system than

New York, which has only streets and avenues, thus expressing only direction, and make one more move toward becoming the leading city of the hemisphere and perhaps of the world.

CAN'T ABOLISH THEM.

STREET NAME PREFIXES MUST STAY.

TO DROP THEM WOULD LEAD TO ENDLESS CONFUSION—NOTHING CAN OR WILL PREVENT THE PUBLIC USING THEM.

CHICAGO, OCTOBER 31st, 1890.—*Editor of the Herald:* On page 4 of the report of the committee on street nomenclature it is stated that it was “decided to abolish all east and west as well as north and south prefixes.” Is it necessary or even desirable to abolish them? The facts are that many letters go to one end of a thoroughfare when they should go to the other. This comes from omitting—through what intention is known to the persons themselves—a prefix for one end of a thoroughfare and inserting it only for the other. There is no reason for this, since none can exist for calling a half of a thing by its whole name. A person on North State street considers his end as important as the south end. The fact is that all ends of thoroughfares should be called either north, south, east or west, and the term should never be omitted at any time any more than it should when speaking or writing of the North, South, East or West sides. Each end of every thoroughfare should take its name from the

side of the city it is on. This, it will be found, will settle the whole question. If we cease giving one end of a thoroughfare the name for its full length, but give it always its half name, which properly belongs to it, no trouble can ever ensue, and this the people will do in every instance the moment they understand the reason for it. Confused ideas have hitherto existed on this subject, but should not exist any longer, and if this plan is adopted I venture to say that a letter will not come mailed to the whole of a thoroughfare instead of its part once in a year, and if it does it will be by mistake, which will occur in any system, but, I believe, less by this one than any other. There will be a north, south, east or west inward or outward end of every thoroughfare, no matter what system is adopted, the same as there is a center and a circumference. It is useless and a defiance of facts to endeavor to get rid of these prefixes—except by too cumbersome and arbitrary methods, and even then errors will occur—either in writing or conversation, where precise location is desired to be expressed. If a system should be adopted, abolishing them as prefixes, it will be only a question of time when they will be used again as affixes, and always spelled in full, and thus be longer, for initials as affixes will not do. In fact, they are using affixes now. So nothing whatever will be gained, but much will be lost, for affixes are far more liable to be dropped than prefixes, and are not nearly so good or idiomatic. Affixes are used in London, which has a poor kind of a system, perhaps the poorest in the world. I think the above is inevitable, for people will, in their anxiety for quick and safe transit by mail, either prefix or affix the term. We cannot abolish these terms and still indicate to everyone the precise ends of the thoroughfares. They (the prefixes and

affixes) are and should be considered as a part of the names. If abolished, they should be indicated either in the name, number or term, and this cannot be done except by too cumbersome and arbitrary methods, and would not be clear enough in conversation or for general use. A perfect system should apply both in writing and speaking, and this I believe the use of prefixes does, and is the shortest way of all in the end.

We cannot abolish the prefixes and affixes any more than we can the four cardinal points themselves. The idea of precise location at all points must be indicated, or the system will be radically defective, and it would take mnemonics to remember which name designates the north or south, east or west end of every thoroughfare. A thoroughfare name either on mail matter or on a sign or in speech, without anything about it to tell at which point of the compass the end of the thoroughfare is situated, is purely an arbitrary name and cannot be used for a guide either in speech or writing, except by a prodigious effort of the memory or knowledge, because north, south, east and west as precise locations would not be considered; they would be abolished. The trouble is that the people, both high and low, will use the identical terms north, south, east and west, no matter what system is adopted, and nothing can or will prevent them. It is a law of the human mind to use them. If it were not so there would be no north, south, east or west. When we get down to the pure things north, south, east or west, we are down to the elementary principles themselves and they must be known and by these terms only. A line or point must have both a north and south, east and west end or side of it. So the prefixes and affixes cannot be gotten rid of, no matter what system is used; nor is it desirable. If

not used in mail matter or on signs they will be used in speech, whereas they should be used in both. Of course they will be sometimes omitted in both by persons familiar with the city or the system; as, for example, in the expression, "on the corner of Michigan avenue or Ashland street and Harrison way;" but even then avenue, etc., indicate north, south, east or west. So the principle still remains that these terms should as a principle be always retained. They cannot be gotten rid of or indicated indirectly when pure, single location is to be expressed any more than a person can divide a thing into two halves and still call it a whole, or say that each half is the whole, or call two ends of a stick a stick and indicate which end is meant, or indiscriminately call both ends north ends and still expect discrimination. Naming one end of a thoroughfare Clarendon avenue and the other Halstead avenue is the same as calling each end by the term north end, for mere names are like similar terms, for the reason that they become confused when their association is forgotten. The name of the thing itself, when the end of it is meant, must have the prefix belonging to that end, and nothing else will do. Otherwise the whole system will be an arbitrary one pure and simple and never be remembered. How different would be the case were proper technical terms to be used and the far-away thoroughfares on every side of the city numbered in their regular order! No matter how fascinating or satisfactory such a scheme may at first appear, it will not work in practice. Travelers and inhabitants will have to be considered as well as the mail or business. In fact, business people would be the very first to object to it if put in practice, for it is one thing to mail a letter the delivery of which depends upon the skill and knowl-

edge of the postoffice, and quite another to direct a driver to a thoroughfare, the name of which gives no indication of its exact location. It would do for the postoffice but not for the business world or the masses, both of whom are in close communication every day, either by advertisements or in person. No single hackman or driver could be found who would know the city thoroughly.

By adopting two more technical terms for the large and long thoroughfares and two for example, terraces and mews for the short ones and two for the diagonal ones, say courses and aisles, using, if necessary, pikes and lanes for the large and small thoroughfares in the country on all sides of the city, as, for example, South Halsted street pike or North Peabody place lane or South (or Southwest) Columbus course pike or North (or Northwest) Milwaukee course pike or South Archer aisle pike, and always using the prefixes north, south, east and west or their initials, all difficulty would be obviated and the whole city would be known as well as any part of it. No two terms should have the same initials, phonetic or otherwise, except west and way. The old names of the thoroughfares need not be changed except where they are similar and they could run from one end of the city to the other. How much better would this be than that of London, which has more than thirty terms of distinction without order or plan! Truly, then would the human mind easily grasp the maze of thoroughfares of this mighty city! Abolishing the prefixes and affixes for the pure, single locations of north, south, east and west is one of those propositions like squaring the circle, or perpetual motion, or making gravity raise equal gravity without a leverage. It is one of those mysteries of nature that is beyond our powers, and shows once again that man in the presence of his Creator is as nothing.

In addition to the above we could use the term Boulevard for thoroughfares when they become such; as Belden road boulevard, Michigan avenue boulevard, Garfield way boulevard, Ashland street boulevard.

The following article shows that the Philadelphia system of numbering in its entirety, that is from number 1 upward, is preferable to the one offered on page 6 of the report of the committee on street nomenclature November 18th, 1889, where the block system is attempted to be applied to the mile section lines, which is cumbersome and impracticable.

HOUSE AND STREET NUMBERING.

CHICAGO, FEBRUARY 7th, 1891.—*Editor of the Herald:* A great deal has been said on thoroughfare nomenclature, but not so much on house and thoroughfare numbering. The decimal system as applied in Philadelphia is a very definitive one, inasmuch as the number on the house indicates both the distance in blocks of the adjoining thoroughfare from a base line, as well as the number in regular order of the house itself from the thoroughfare. This distance being in blocks is not an accurate measurement for the reason that some blocks are longer than others. It is clear then that the Philadelphia system is not one of measurement of exact length per se, nor intended so to be, but only of approximate measurement. If blocks were laid out ten to a mile every ten completed blocks would be a mile. Thus 1428 would be not only fourteen blocks

and 28th house number but also one mile, four blocks, etc. Of course every one will believe that if such a system of exact mile measurement were possible it would be a most excellent one, but then it would simply be a natural sequence of the block system. If the blocks were not exactly ten to a mile the thoroughfares, to always indicate this distance, could not be numbered without a break or so in each mile. If there were only eight thoroughfares, say from Twentieth to Thirtieth street, Twenty-seventh would be followed immediately by Thirtieth, because the latter street would have to begin in order to indicate the completed mile, and the numbers on the houses would have to agree with those of the thoroughfares. A like thing would be the case on those thoroughfares not numbered. For example, 2742 the last number in the block, would be followed immediately by 3001 the first number in the next block. These breaks would not be very pleasant to the people. The system would thus be too cumbersome, whether the thoroughfares were numbered or named.

I understand that the object of a system of numbering for houses and thoroughfares is to designate them so that they can be easily found and not so much to exactly measure distance as to indicate location in numerical order. Of course distance will naturally be considered, but then it should always be a sequence or secondary consideration. If the city is laid out so that this numbering can also indicate the distance in miles, well and good, but if not, such indication should be dropped. The Philadelphia method of applying the decimal system, the way cities are usually laid out, is, as was said above, a very definitive one. It should, however, in Chicago, be extended still further than it is, namely from number 1 up the same as counting

cents and dollars. We could thus begin at the base line, giving it a name. The first house number would be 1 and the last 100, if the blocks were large enough, thus giving 100 house numbers to a block. The first thoroughfare from the base line would be No. 1. The first house in the second block 101, opposite 102 and the last 200; the second thoroughfare 2 and so on. This would be an improvement on the Philadelphia system, because we would have small decimal numbers in the business district. By adopting the Philadelphia plan of block measurement contradistinguished from mile measurement—thus doing away with the rigid and arbitrary section line system, in the particular manner proposed by the committee, which is not necessary either to Chicago or any other city, and is so cumbersome as to be very impracticable—Sedgwick street, the South Branch, the Pittsburg, Fort Wayne and Chicago Railroad track, and Stewart avenue could be taken for the north and south base line. This would be by far the best place for it and would agree with the old landmarks of the city. The heaviest business is done from about Clark street to the South Branch, and for the same distance on the West Side, Most of the newspapers are there, the board of trade, wholesale district, grain elevators, cold storage house, the big hotels, city and county buildings, etc. The main river and Fulton street would be the best east and west line. The small numbers would extend for about a mile on each side of either line, and more of them would be in the heart of the business district than if the north and south base line were to be at State street or Michigan avenue, as proposed by the committee. The decimal system can be applied to South State street from the river to Twelfth, without changing the names of any of the east and west thorough-

fares. This is evident by dividing 12 by 8. The quotient $1\frac{1}{2}$ indicates very closely the real distance from the river base line. If it can be applied to South State street it can also to any other thoroughfare in the city, as some of the blocks between the river and Twelfth street are very long.

By using the Philadelphia plan thus in its entirety, that is from number 1 upward, for numbering, and the terms roads, ways, streets, avenues and the prefixes north, south, east and west, no person acquainted with the system need ever go to the directory to find either a house or a thoroughfare. The prefixes, terming and numbering would constitute an ever open directory of themselves, plain, unwavering and true.

NUMBERING THE HOUSES.

A SCHEME PROPOSED SHOWING LOCATION AND DISTANCE ALL AT ONCE.

CHICAGO, MAY 15th, 1892.—*Editor of the Inter Ocean:* Of the many systems of numbering for the city that have been offered, it has generally been assumed that the one called the Philadelphia, or block system, is the best. But is it really the best? In small or medium sized cities where the numbered thoroughfares do not go above 100, and consequently the house numbers above four figures, say 9947, it works well enough; but in cities as large as New York and Chicago, where the numbered thoroughfares run over 100—New York, One Hundred and Seventy-first street, and Chicago, One Hundred and Thirty-eighth street—will it not prove too cumber-

some, from the fact that five figures, say 13825, will then have to be used? In view of this fact it might be well to abolish the block scheme and adopt another one, namely a mile system, using 500 numbers to each mile, as follows:

Let the river and Fulton street and a line running west where Fulton street would be if continued, be the east and west base line; and Sedgwick street, the South Branch, the Pittsburg, Fort Wayne and Chicago Railway track and Stewart avenue the north and south one. Starting at the river base line and going south we could number the houses from one up in their regular order without reference to the blocks until we come to Madison street, the first section line. Beginning at Madison street with the number 500 and numbering in the same manner till we come to Twelfth street, we would commence there with the number 1000. Likewise at Twenty-second street with 1500; at Thirty-first street with 2000, and so on till we exhausted the four figures, which would be at 9999 or one number less than 10000, which consists of five figures.

Likewise going north we could start at the river with 1 and number up to Chicago avenue, where we would commence with the number 500; at North avenue with 1000; at Fullerton avenue with 1500; at Belmont avenue with 2000, and so on. Starting at the South Branch in the same manner and going east we would begin at State street, the first section line, with 500; at Cottage Grove avenue with 1000; at Stony Island avenue with 1500; at Juniata avenue with 2000, and so on.

In the same manner going west from the South Branch, beginning with 1, we would commence at Halsted street with 500; at Ashland avenue with 1000; at Western avenue with 1500; at Kedzie avenue with 2000, and so on. Each house number

would then contain its exact distance within a block or two from a base line and it could be at once known by dividing the number by five. Thus No. 7000 would be fourteen miles, No. 7847 fifteen miles and 347th house number or nearly fifteen and three-fourths miles; No. 8500 would be seventeen miles and so on till the number 9999 was reached—if the city ever grew so large—which would be nineteen miles, 499th house number, or practically speaking, twenty miles.

Thus this system would give the distance fully as exactly as the block or Philadelphia one, and still keep us within four figures, and would in all probability suffice for all time to come. It would extend south beyond One Hundred and Thirty-Eighth street—the present city limits—three miles, or as great a distance as between Madison and Thirty-First streets. There is no mile district in the city that would take 500 numbers. No street names nor street numbers would have to be changed and the small house numbers of one, two and three figures would extend a mile and a half on each side of the base lines or three miles each way in the heart of the city before the four figures commenced.

This would be an improvement on the numbering of New York because it would be more systematic and also measure distance, which the New York plan does not do.

We could use the terms roads, ways, streets, and avenues on the four sides of the city and number them, and thus also preserve exact locality. For instance, No. 3500 Michigan avenue would be at the seventh east and west section line on the southeast side of the city, or seven miles, and be at Fifty-fifth street. The same would be the case with any other number, say No. 1267 West Monroe way or No. 1267 West Twenty-First way, which would be

two miles, and the 267th house number, or a little more than half way between Ashland avenue and Western avenue, or two and one-half miles on a thoroughfare running east and west on the southwest side of the city.

If we wished to be still more exact we could subtract the half mile between the South Branch or its continued line and Halsted street, thus making the distance two miles. The same process could be followed for the half mile between the river and Madison street.

Thus distance and locality would be preserved in every address, and the numbering would extend in round numbers twenty miles from the base lines or forty miles from end to end each way, and no more than four figures would ever have to be used.

The mile scheme last above, will, with the same number of figures, whether few or great, number a city twice as large as will the Philadelphia plan and measure distance far more accurately. In addition the house numbers will follow as close together as they do in the Philadelphia plan, where they sometimes run considerably less than 100 in each block. In the mile system there would be no greater breaks, if as great, between one mile section and the next one following than there is between one block and the next one in the Philadelphia system.

In the mile scheme the numbered thoroughfares, of course, would not coincide with the numbers on the houses, but as usually no gains can ever be secured anywhere without some corresponding losses, we must throw away this advantage in consideration of the great gain of four figures. The house and thoroughfare numbers do not coincide in New York, and need not in Chicago.

In the case of diagonal thoroughfares like Ogden, Milwaukee and Archer, the numbers sometimes run over 500. but these thoroughfares being eccentrics the houses need not be numbered according to the system, but simply in their regular order. If the numbers threatened to exceed four figures the names of these thoroughfares could be changed either where the figures ran out or at some turn. But this probably would never occur, as it will be found that no diagonal thoroughfare will ever extend for twenty miles in a straight line within the city limits. The house numbers on the right angled cross thoroughfares at their junctions with the diagonals would show the distance from the base lines anyhow. So the system may be dispensed with on the diagonals. Besides the directory would give the means of finding the distance of any number on a diagonal thoroughfare and the wayfarer would only have to turn the corner—as the corner house would have both numbers. Even if the mile numbers on the diagonal thoroughfares did coincide with the mile numbers on the right angled ones it would not be a true measure of distance, because the distance on a diagonal thoroughfare between the mile section lines is longer than on the right angled ones. This is the case in any system. In some instances they would nearly coincide. Thus on Blue Island avenue between Twelfth and Twenty-second streets, the numbers reach 502 and if numbered according to the system might be 1000 to 1500. But then, as said above, this distance is more than a mile, although the 1000 and 1500 might coincide with the 1000 and 1500 on Ashland avenue, where the numbers reach 402 and the distance is a mile. So it would be a very easy matter on diagonal thoroughfares either to divide into mile distances, letting the mile numbers come where they will or

else to number in regular order without indicating the miles. The rest of the city would have the mile distances and thus be accurately measured, which would be very convenient for the public. A person on a diagonal thoroughfare would in any event always know between what two mile sections he was situated and accordingly his distance from the base line.

In conclusion, the writer believes that the city of Chicago will eventually find five figures for house numbering too cumbersome and confusing. She will then resort to a system embracing four figures. There are only two methods: the one in New York, which numbers consecutively without reference to distance, and the one last above proposed. By adopting the New York plan, Chicago can be numbered for twenty-five miles from a base line; but then neither distance nor location, but only numerical order would be indicated. By adopting the mile system herein proposed, twenty miles could be numbered, and both the distance and location accurately designated! Would it not be much better, all other things ultimately being equal, to have a system that will indicate distance and location, than one which will not? With the belief that this question will finally be answered in the affirmative, the subject is left to the mature consideration of the reader.

A
SCHEME
OF
THOROUGHFARE TERMINING
IN WHICH THE
CARDINAL PREFIXES AND AFFIXES ARE ABOLISHED.

CHICAGO, June 19th, 1901.—From this evening's papers it appears that the subject of Thoroughfare Termining and House Numbering is before the city council again and that the Committee on Nomenclature would abolish the cardinal terms East and West. I believe that all of them, namely, North, South, East and West can be abolished and herewith submit the following plan:

Let the river and Fulton street and a line running west where Fulton street would be if continued, be the east and west base line; and Sedgwick street, the South Branch, the Pittsburg, Fort Wayne and Chicago Railway track and Stewart avenue the north and south one. Then let the west end of the east and west base line be called Inter and the east end of the same line be termed Mid; but as the latter is the river and can not be used as a thoroughfare, let the term

be applied to North and South Water streets. We would then have Fulton inter and North or South Water mid. Again let the south and north ends of the north and south base line be, respectively, called Div and Parter. We would then have Stewart or East or (say) West Water div and Sedgwick parter.

Now let the west and east ends of the thoroughfares running east and west on the north side of the east and west base line be called Lanes and Roads respectively and the same ends of the similar thoroughfares on the south side of the base line be called Courses and Ways. We would then have Huron lane or road and Madison (or Twelfth) course or way. In addition let the south and north ends of the thoroughfares running north and south on the west side of the north and south base line be termed Streets and Aisles respectively and the same ends of the similar thoroughfares on the east side of the base line be termed Avenues and Terraces. We would then have Halsted street or aisle and State avenue or terrace.

If we apply the same system to the diagonal thoroughfares we would have the terms Bev (bevel) and Veer for the northwest and southeast ends respectively and Obe and Erv (oblique and ervia [err-via]) for the southwest and northeast ends. We would then have Milwaukee bev or Cottage Grove veer and Ogden obe or erv.

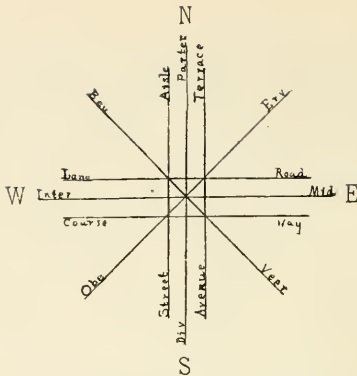
By the above scheme all the large thoroughfares of the city would be more accurately and at the same time briefly located than by any other method, besides avoiding a change of names. Furthermore the simple cardinal prefixes or affixes would be abolished. Nevertheless they would be retained in another and preferable form, since each term would contain two meanings; as for example the term Road, which indicates the east end of a thoroughfare on the north side of the city. In addition to the preceding we could use the term Boulevard for

the thoroughfares when they become such, as Bel-
den lane (or road) boulevard, Michigan avenue
boulevard, etc., while in all cases the term Thorough-
fare would be general, as at present, and apply to
each travel or route as a whole; thus, Juniata
thoroughfare (or *thurf*).

As to the specific names of places, alleys, etc.,
they should be abolished and these small thorough-
fares given the names of the parallel large ones
next to them toward the base lines. Thus Calhoun
place would be called Washington way place. If
two or more places, alleys, etc., follow a thorough-
fare, they could be numbered 1, 2, etc.; thus, Ash-
land street alley No. 1; Ashland street alley No.
2. The houses in the places, etc., could be num-
bered the same as the houses of their thoroughfares;
thus, 315 Dearborn avenue place would be opposite
315 Dearborn avenue. Finally the continuations of
the thoroughfares outside the city limits could be
called Extensions or Pikes; thus, Garfield course ex-
tension or pike.

In conclusion it may be proper to state that all
of the above terms for the large thoroughfares
within the city limits begin with different (phonetic)
letters and will thus not conflict in writing or
speech. Moreover they are but few in number,
being only sixteen, and as they are logically ar-
ranged are quite easily remembered, as may be
seen from the following recapitulation and plan:

Lane	Road
Course	Way
Street	Aisle
Avenue	Terrace
Bev	Veer
Obe	Erv
Inter	Mid
Div	Parter



As the small thoroughfares (places, alleys, etc.,) within the city are located by means of the large ones their terms can never conflict with those of the latter. The same is true of the continuations of the large thoroughfares (extensions or pikes, etc.,) without the city.

In regard to numbering the houses it is probably better to adopt the decimal system throughout, the same as on the north and south thoroughfares on the South Side. In which event the numbering should begin with 1200 in each part of the city at the second section line from the base line; namely, at Twelfth street, North avenue, Cottage Grove avenue and Ashland avenue. Then if the thoroughfare numbering were eventually extended throughout the city the three thoroughfares last named would each be numbered Twelve. If five figures were found to be too cumbersome, as written at present, the decimal point could be used or the house numbers placed higher than the block ones; thus, 115.28 or 115²⁸, the same as in writing dollars and cents. If two or more numbers were at any time written the dash could be employed; thus, 115.28—115.34 or 115²⁸—115³⁴. This is a matter, however, that will, perhaps, finally correct itself.

CHARLES MORRELL.

JUL 28 1938

